

AFFIDAVIT

of the witness Ganusich Grigorey Kondratievich

The city of Moscow, February 1, 1947.

I, Colonel Rosenblit, Assistant Prosecutor for the USSR  
in the International Military Tribunal for the Far East,  
interrogated as a witness the undersigned who testified:

Surname  
First name  
Second name  
Age  
Place of employment:

Ganusich  
Grigorey  
Kondratievich  
Born in 1893  
Former station master of Imyan-Po  
(The Chinese Chanchung railway).  
At present an internee.

Address.

A camp for internees No. 26. The  
Uzbek Soviet Socialist Republic

Previous trial

I have never been under trial.

I have been warned of the responsibility for giving false  
testimony under art. 95 of the Criminal Code of the R.S.F.S.R.  
(the Russian Socialist Federative Soviet Republic).

The oath of the witness is attached to the affidavit.

QUESTION:

From and till what time did you live in Manchuria?

ANSWER:

From 1914 to February 8, 1946.

QUESTION:

From and till what time were you employed by the  
Chinese Eastern Railway?

ANSWER:

I was employed by the Chinese Eastern railway from March  
3, 1916 till December 31, 1923 and later from January 1, 1930  
till June 1, 1935.

QUESTION:

From what time were you employed by the Chinese Chanchung  
railway?

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ANSWER:

I was employed by the Chinese Chanchung railway from September 1, 1945 till the day of my detention.

QUESTION:

When you were in Manchuria were you a Soviet or Manchurian subject?

ANSWER:

Prior to 1936 I was a Soviet subject and since 1936 I have been a subject of no country.

QUESTION:

Did you refuse to be repatriated after the sale of the Chinese Eastern railway?

ANSWER:

It was suggested that I be repatriated, but I remained in Manchuria and thus ceased to be a Soviet subject.

QUESTION:

Enumerate all the positions you held on the Chinese Eastern railway since the day of the occupation of Manchuria by the Japanese in 1931 till the day of your discharge from the Chinese Eastern railway in 1934.

ANSWER:

In 1931 I was chief of the transportation section of the commercial, agency at the Pogranichnaya station. In September 1932 I was appointed station master of Si-Lin-Hay.

I held that position till April 15, 1933. Then I was transferred to the station Tai-Pin-Lin where I remained as a station master till July, 1934. After that I was appointed station master of Chang-Chung, but as the white-guards began to persecute me there I was soon transferred to An-Da where I worked in the capacity of assistant station master till the time of the sale of the railway.

QUESTION:

What directions did you personally receive from the Japanese with regard to shipments violating the economic interests of the Chinese Eastern railway?

ANSWER:

In February, 1933 while being on duty at the station Si-Lin-Hay I received a train with the Japanese troops. The dispatcher directed that that troop train be detained and a passenger train received at the Siao-Sui-Fin.



Two Japanese officers, one of them an interpreter, entered the station office. They demanded that their troops train start immediately I said that I could not do that and referred to the direction of the dispatcher. Then the interpreter started pushing me in the back, and the second officer threatened me with his sabre and said: "If you do not order that the train start I shall kill you on the spot."

Then I came up to the dispatcher's telephone and told the dispatcher all about it. He said: "If things are like this, order that the train start." And I did.

In November, 1933 while I was on duty at the Tai-Pin-Lin station arrived a train with the Japanese troops and two Japanese officers also came into the station office. At that time I was directed by the dispatcher that their troops train be detained as we expected a reserve locomotive from the Ma-Tsa-O-Hay station. The officers categorically demanded that their train start immediately. I told them that their troop train would not be detained long. Then they began to push me in the back and chest, threatened further beating and demanded that their train start immediately. I reported about this to the dispatcher and he directed that the train start.

In June 1934 a Japanese troop train arrived at the Tai-Pin-Lin station when I was on duty.

At the same time a passenger train was to leave the Ma-Tsa-O-Hay station. 5-6 Japanese officers entered my office and under the threat of beating me categorically demanded that their train start immediately. I asked them to let the passenger train go first, but they did not agree and threatened to beat me up I told the dispatcher about that and when he learnt that the Japanese were threatening me he agreed that the Japanese troop train leave the station.

QUESTION:

Were there any cases of the unlawful use of the means of communication by the Japanese when you were station master?

ANSWER:

The Japanese military without any consent of the railway authorities and communication agents systematically used our telephone and telegraph net and carried on conversations over our wires to the detriment of our official conversations.

QUESTION:

What do you know about the attacks of the Hunghutze on the rolling stock, station premises and other buildings of the Chinese Eastern railway after the occupation of Manchuria by the Japanese?

ANSWER:

From 1931 to 1935 a number of attacks on the rolling stock and station premises of the Chinese Eastern railway took place. It seems all those attacks were made by the Hunghutze. I know that in the course of 1931, 32, 33 and 34 they burnt down and destroyed almost all billets from the Pogradichnaya station to the Harbin station. It was necessary to transfer all linemen and maintenance workers to the stations which undoubtedly hindered our work and the maintenance of the track.

I saw myself those destroyed billets when I rode by the eastern branch of the Chinese Eastern railway. Moreover, the billets were also destroyed in the sections of those stations of which I was station master.

The house in which lived the station master of Tai-pin-Lin was also destroyed. The Hunghutze attacked the Han-Dao-Hay-Tsi station in the summer of 1932, plundered the railway billets, burnt down the school for the children of Soviet nationals and led away to the hills a number of Soviet employees of the Chinese Eastern railway. Due to the attack there were wounded and killed among Soviet employees of the Chinese Eastern railway.

I learnt of it from the report made over the dispatcher's telephone to the dispatcher on duty. In August 1932 between Han-Dao-Hay-Tsi and Tao-Lin-Tsi the Hunghutze stopped the train of tank cars filled with the Soviet Gasoline and set the train on fire. About 40 tank cars were burnt down and a number of members of conductors' and locomotive crews of that train as well as some other employees of the Chinese Eastern railway going by that train, who by way of transference went to other stations, lost their lives.

QUESTION:

In what conditions did you work in the Chinese Eastern railway?

ANSWER:

Prior to the occupation of Manchuria by the Japanese the conditions of work in the Chinese Eastern railway were quite normal. With the arrival of the Japanese in connection with frequent attacks of the Hunghutze the conditions of work on the Eastern branch of the Chinese Eastern railway became quite unbearable.

All the time I as well as other employees of the railway had to hide ourselves as we were afraid of becoming objects of Hunghutze attacks. While discharging my official



duties at the station I felt as if I were at the front. I often had to stop my work and hide in the bushes. It was especially dangerous to remain at the station during the night and when I was on duty I not infrequently sat not far from the station in the bushes and the window being open listened to telephone calls leaving my shelter in response to the call of the dispatcher and other employees of the railway.

All that also disorganized the railway traffic. The authorities of the Chinese Eastern railway had to order that the speed of trains should not exceed 15 kilometres per hour. Moreover, it was necessary to have reconnaissance trains with guards ahead of passenger trains. During the night the railway traffic was often suspended.

QUESTION:

Do you know what part the Japanese played in the subversive activities of the Hunghutze,

ANSWER:

1. Prior to the occupation of Manchuria by the Japanese the railway traffic was quite safe, no attacks were made on the stations and neither the railway track nor the communication system were ever destroyed. All railway accidents, attacks and destructions began only after the arrival of the Japanese in Manchuria.

2. After the sale by the Soviet Government of the Chinese Eastern railway to Manchuria all those subversive activities of the Hunghutze stopped.

3. The Hunghutze bands had been in Manchuria before the arrival of the Japanese. However, living in Manchuria for many years I am well aware that the Hunghutze never held up trains or destroyed railway tracks; they were mostly chasing rich people hoping to get a ransom.

4. My acquaintance Kadey railway foreman of the Gao-Lin-Tsi station told me that his senior worker, a Chinaman reported that in the summer of 1933 at the section of the railway track between Gao-Lin-Tsi and Lida-Hay-Tsi the workers under him watched how from the passing Japanese troop train were thrown out about 10 boxes with rifle cartridges (judging by the shape of the boxes). In forty minutes or in an hour the Hunghutze came to that spot from the hills and carried away the boxes thrown out by the Japanese. From this I drew a conclusion that the Japanese armed the Hunghutze.

I have nothing to add to my testimony.

I read the affidavit. My testimony was recorded correctly which is certified by me

WITNESS : Ganusich

INTERROGATED: Colonel Rosenblit,  
Assistant Prosecutor for the USSR  
in the International Military  
Tribunal for the Far East

OATH The City of Moscow, Feb 1, 1947

I, the Undersigned Ganusich Grigorey Kondratievich, give this oath of witness to Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East, that I pledge myself to give true and correct testimony pertaining to the case of the major Japanese war criminals.

I have been warned of the criminal responsibility for giving false testimony under art. 95 of the Criminal Code of the R.S.F.S.R. (the Russian Socialist Federative Soviet Republic).

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The oath was given in my presence, Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East.



Dec. 30 96

No. 1

1. 關於「中華民國」之名稱，係由孫中山先生所創始，其意旨在於「中華」與「民國」之結合，以代表「中國」之「人民」，故其名稱之確立，實為我國歷史上一大之進步。

2. 關於「中華民國」之國號，係由孫中山先生所創始，其意旨在於「中華」與「民國」之結合，以代表「中國」之「人民」，故其名稱之確立，實為我國歷史上一大之進步。

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夜間列車、運行ヲ停止スルコトモニシテ、  
向一重罪、破壊行為ニナル日本人、殺害ニシテ、  
ハ何カ御存知デスカ?

答-----

一日本人、満洲占領以前ニ、列車、運行ハ何等ノ危險モ  
伴ハズ、何等ノ攻撃モ受ケズ、路線ヤ通信ハ一度モ

破壊サレセザシキ。全キ列車事故、攻撃、破壊行為ハ  
日本人が満洲へ来リテ始マツタ。

ニ「一聯政府が東支鐵道ヲ專部ニシテ、満洲ニ於テ  
馬賊、此等、破壊行為ハナリヤシキ。

三満洲ニ馬賊ノ味が以前モ日本人が来ル前モ存在シ  
タリ。然レ私が多シ満洲ニ生テ、又経験シ、私ハ  
馬賊が、次ニ列車ノ攻撃、路線ノ破壊ヲ行ハカ  
シタ事ヲ知ツタ。王ニ彼等ハ身代金ヲセニシ、  
金持ヲ組シ、サツタ。

四私ノ知人ガ、リンドン、驛ノ線路工夫監督ガ、  
「彼ノ中国人王頭、報告ニヨリ、九三年夏カオリン、

「リダ、ヘズ」内テ彼、組工夫が通過ニテ進行中、日本  
軍用列車カ、小銃、彈藥、  
投下サレ、約四十分一時間後ニ馬賊、一隊が現シ、日本人  
投下シタ箱ヲ拾ツ、行ツタ。ニヨツテ私ハ日本人が馬賊  
ニ武器ヲ供給シタルト云フ結論ニ達シタ。

コレ以上陳述ニ付モ追加スル事ナシ。私ハ調書  
ヲ讀ミ、返シタ。私ノ言葉ハ全部正確ニ記録ニテ、  
證人「」ガ、  
訊問者 極東國際軍事裁判「」ガ、一聯政府ノ破事(ロゼンブリッ)

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宣誓書

余下記署名ノ「ガヌシタ・グリゴリー・コズロフ・エネヤ」  
 「日本主要戦争犯罪人事件」證人トシテ立証ナル證言ニ付テ  
 事ヲ茲ニ誓約シ此宣誓書ヲ極東國際軍事裁判「シゴト」  
 聯邦次席校事「ロゼフリット」ニ具ス  
 此證言ハ二國「ロシヤ」及他國刑法オケテ三條ヨリ生ズル責任ニシ  
 テハ申シ渡サズナル。

宣誓書受領書

極東國際軍事裁判「シゴト」聯邦次席校事大佐  
 (ロゼフリット)

No6

モスクワ 昭和廿二年二月一日

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